

This listing of claims replaces all prior versions, and listings, of claims in this application.

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Listing of Claims:

1. (Cancelled)
2. (Cancelled)
3. (Cancelled)
4. (Cancelled)
5. (Cancelled)
6. (Cancelled)
7. (Cancelled)
8. (Cancelled)
9. (Cancelled)
10. (Cancelled)
11. (Cancelled)
12. (Cancelled)
13. (Cancelled)
14. (Cancelled)
15. (Cancelled)
16. (Cancelled)
17. (Cancelled)
18. (Cancelled)

19. (Currently amended) A method for managing a fleet of vehicles, comprising :

~~The method recited in claim 17, further comprising the steps of:~~

placing an in-vehicle control unit (ICU) in every unit in the fleet of vehicles,
wherein at least one of the ICUs is a multi-mode ICU;

determining a percentage of the vehicles in the fleet that is not covered by a
particular transmission network;

placing multi-mode ICUs only in a number of vehicles in the fleet corresponding
to the percentage of the vehicles in the fleet not covered by the particular transmission
network;

collecting vehicle data for each vehicle in the fleet;

transmitting the vehicle data to a processing center; and

analyzing the vehicle data to generate routing schedules to route the vehicles in
the fleet.

20. (Cancelled)

21. (Cancelled)

22. (Cancelled)

23. (Cancelled)

24. (Cancelled)

25. (Cancelled)

26. (Cancelled)

27. (Cancelled)

28. (Cancelled)

29. (Cancelled)

30. (Cancelled)

31. Cancelled)

32. (Cancelled)

33. (New) The method recited in claim 19, further comprising:

determining whether to transmit the vehicle data to a processing center over a first transmission network or a second transmission network in accordance with the selection parameter according to a priority;

transmitting the data to the processing center over the first transmission network using a first modem if the vehicle data is to be transmitted over the first transmission network; and

transmitting the data to the processing center over the second transmission network using a second modem if the vehicle data is to be transmitted over the second transmission network.

34. (New) The method recited in claim 19, further comprising logging vehicle data that cannot be transmitted to the processing center in real-time or near real-time.

35. (New) The method recited in claim 19, further comprising logging vehicle data that cannot be transmitted over a highest priority transmission network.

36. (New) The method recited in claim 19, further comprising:

logging the vehicle data; and

transmitting the logged vehicle data at a later time when costs are reduced.

37. (New) A method for managing vehicle data transmission in a fleet of vehicles including a first vehicle containing a single mode in-vehicle control unit (ICU) and a second vehicle containing a multi-mode ICU wherein the second vehicle is in communication over a first transmission network comprising:

determining that the first vehicle has a need to communicate over the first transmission network using the ICU;

determining that the first transmission network is fully loaded;

determining whether a bumping criterion is met; and

bumping the second vehicle from transmitting over the second communication network when the bumping criterion is met to allow the first vehicle to communicate over the first transmission network in place of the second vehicle.

38. (New) The method recited in claim 37, wherein the first transmission network is a highest priority network.

39. (New) The method recited in claim 37, wherein the bumping criterion comprises the presence of an alternative transmission network available to transmit the vehicle data of the second vehicle prior to its being bumped, further comprising establishing communication for the second vehicle over the alternative transmission network.

40. (New) The method recited in claim 37, further comprising:

initiating data transmission corresponding to vehicle data for the second vehicle over a second transmission network; and

thereafter, initiating data transmission of the vehicle data of the first vehicle over the first transmission network.

41. (New) The method recited in claim 37, further comprising:

determining there is no alternative transmission network over which to transmit vehicle data for the second vehicle at the time of the bumping; and

logging vehicle data corresponding to the second vehicle into a memory after the second vehicle's data transmission is bumped.

42. (New) The method recited in claim 37, wherein the communication for the first vehicle is related to an emergency.

43. (New) The method recited in claim 37 wherein the data transmission of the second vehicle is other than a transmission of emergency data.

44. (New) A system for managing data in a fleet of vehicles having a plurality of vehicles, the fleet including at least one vehicle having a single mode in-vehicle control unit (ICU) for transmission of vehicle data over a highest priority network and at least one vehicle having a multi-mode ICU for transmission of vehicle data over a plurality of networks including the highest priority network, wherein the multi-mode ICU comprises:

a first communication device to send vehicle data collected from a vehicle having the multi-mode ICU over the highest priority transmission network;

a second communication device to send the collected vehicle data over a second transmission network;

selection means to determine whether to send the collected vehicle data using the highest priority transmission network or the second transmission network in accordance with a selection parameter; and

means for managing the fleet of vehicles using the collected vehicle data wherein the means for managing the fleet of vehicles comprises means for resolving conflicts in transmission network usage, wherein the number of vehicles having a single mode ICU is determined in accordance with a capacity of the highest priority network for transmission of fleet data.

45. (New) The system recited in claim 44, wherein the means for resolving conflicts in transmission network usage comprises means for resolving transmission network usage conflicts wherein transmission of the collected vehicle data would otherwise overburden one or both of the first and second transmission networks.

46. (New) The system recited in claim 45, wherein the means for resolving transmission network usage conflicts comprises bumping an in progress transmission of vehicle data collected by another of the vehicles in the fleet of vehicles.

47. (New) A method for minimizing costs of transmitting vehicle data comprising:
determining a percentage of the vehicles in a fleet of vehicles that is not covered by a particular transmission network;

placing multi-mode in-vehicle control units only in a number of vehicles in the fleet corresponding to the percentage of the vehicles in the fleet that is not covered by the

particular transmission network, wherein the multi-mode in-vehicle control unit (ICU) can transmit the data over one of a plurality of transmission networks;

collecting data concerning a first vehicle; and

transmitting the data from the first vehicle to a processing center over one of the plurality of transmission networks.

48. (New) The method recited in claim 47, further comprising:

bumping a transmission already in progress from the first vehicle over one of the plurality of transmission networks with a higher priority transmission from a second vehicle; and

storing vehicle data associated with the bumped transmission in a memory so that the vehicle data associated with the bumped transmission can be sent at a later time.

49. (New) The method recited in claim 48, further comprising transmitting the vehicle data stored in the memory at a time when a cost associated with transmitting the vehicle data is reduced.

50. (New) The method recited in claim 48, wherein the one of the plurality of transmission networks is the particular network, wherein the particular network is a lowest cost network.

51. (New) The method recited in claim 50, wherein the cost associated with transmitting the vehicle data from the first vehicle is reduced by transmitting the data over the particular network when the particular network is not fully loaded.

52. (New) The method of claim 50, wherein the first vehicle contains a multi-mode ICU, and wherein the cost associated with transmitting the vehicle data from the first vehicle is reduced by transmitting the data over an alternative network during a reduced cost period for the alternative network.